



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, JANUARY 18, 2018

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

1. CALL TO ORDER

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 6:03 p.m.

2. ROLL CALL

PRESENT: Gary Bretz, Chair
Barry Graham, Vice Chair
Pamela Iacovo
Renee Higgs
Don Anderson

ABSENT: George Ertel
Michael Kuzel

STAFF: Paul Basha, Transportation Director
Lisa Johnson, Transportation Planning and Transit Operations Manager
Susan Conklu, Senior Transportation Planner

GUESTS:

Jill Betzold
Paul Fidal
Floris Freshman
Shawna Hash
Amy Herring
John King
Sonnie Kirtley

John Mann
Carol Peters
Gary Rinsom
John Romero
Sam Stone
Diane Whittenburg

3. PUBLIC COMMENT

Floris Freshman requested to speak and made the following points:

- She was a real estate safety inspector for ten years. She presented a photograph of a melted meter. Electronic meters violate safety, fire, pool safety and other codes.
- She was temporarily blinded by a driverless car in April of last year, citing electromagnetic spectrum as proof. She cited a document regarding laser damage to eye retinas. Driverless cars were recently banned in Spain along with four other countries for violating the Geneva Convention.
- You cannot mix experimental technology with public service. She wears a copper band, a silver sheet and two magnetic insoles in her pockets to be present today.

4. ELECTION OF OFFICERS

Chair called for nominations.

COMMISSIONER GRAHAM NOMINATED GARY BRETZ AS CHAIR. CHAIR BRETZ WAS REELECTED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONERS ERTEL AND KUZEL WERE ABSENT.

COMMISSIONER ANDERSON NOMINATED BARRY GRAHAM AS VICE CHAIR. VICE CHAIR GRAHAM WAS REELECTED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONERS ERTEL AND KUZEL WERE ABSENT.

5. PATHS & TRAILS SUBCOMMITTEE APPOINTMENTS

Chair Bretz appointed Commissioner Kuzel and himself to the Paths & Trails Subcommittee.

6. APPROVAL OF MINUTES

- Study Session of the Transportation Commission – December 21, 2017
- Regular Meeting of the Transportation Commission – December 21, 2017

COMMISSIONER ANDERSON MOVED TO APPROVE THE STUDY SESSION MINUTES OF DECEMBER 21, 2017 AND THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON DECEMBER 21, 2017 AS PRESENTED. COMMISSIONER IACOVO SECONDED. THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONERS ERTEL AND KUZEL WERE ABSENT.

7. BIKE SHARE

Lisa Johnson, Transportation Planning and Transit Operation Manager, provided an update on the privately operated bike share operations in the City. This service makes bicycles available for shared use by individuals on a very short-term basis for a fee. Bike share differs from traditional bike rental because the trips are intended to be short, often less than 30 minutes.

There are two types of bike share programs in the Valley, dock-based and dockless. She played a brief video from Washington D.C., which discusses that city's dock-based bike share program and the new dockless bike share program.

Dock-based programs require public funding, including start-up costs for infrastructure, bikes, stations and technology. They also require ongoing funding for operations and maintenance. Bikes are rented from and returned to a station. The number of bikes cannot exceed the number of docks. Customers can rent via kiosk or online account and RFID card. Dockless programs require no public funding and are privately operated. The companies manage their own maintenance, operation and infrastructure costs. Bikes have onboard locking systems with GPS. Riders must utilize an app to rent the bikes. Because they are dockless, there is no limit on how many bikes are available. Photographs of the bikes were reviewed.

In terms of challenges, the likely number one complaint is impeding. Lone bicycles may be left on the sidewalk, which impedes ADA access. Other issues relate to the volume of bikes collected in areas around the City as well as vandalism of the bikes.

Well over 55,000 rides have been taken in the City of Scottsdale since November 1, 2017. The average length of a ride is 1.35 miles or ten minutes. The longest reported trip was 35 miles. The northernmost point that a bike has been taken by a customer is Thompson Peak Parkway and Hayden. The bike companies have over 12 private partnerships with Scottsdale businesses. The average rider speed is 4 miles per hour.

Next steps include:

- Evaluating the impacts of bike share in the City of Scottsdale
- Have discussions with peer cities to determine best practices
- Continue internal staff discussions
- Working on a system for centralized public input

A brief informational video produced by LimeBike was played.

Chair noted the presence of several people who have requested to speak. Their comments were as follows:

Sonnie Kirtley, COGS Chairman, was present representing gallery owners on Main Street. They appreciate the energy the bikes have introduced to the area. There is a concern about where the bikes are being left. She addressed a residential area on 86th Street north of Chaparral, which has become the location for several isolated bikes parked on sidewalks. Public Works is doing construction in the area and there is already difficulty for residents to get out of their driveways.

John Mann said he generally supports the concepts, however the execution is troublesome. A bike was left in front of his home, which remained for ten days despite multiple calls to LimeBike. LimeBike was very unresponsive and the phone operator refused to provide LimeBike corporate contact information. This information needs to be readily available. Not until he placed the bike in the street did they come and retrieve it. Disabled and elderly people use the sidewalks and should not have to walk into the roadway to get around a bike. There should be a time frame under which the company moves the bicycle when requested.

Diane Whittenburg commented that the company is poorly managed, with the bikes scattered throughout the city. The bikes attract crime and vandalism. Four bikes were found in her gated community which were nearly run over by a homeowner. Two board members took them outside the community gate and they were back inside the following day. Bikes litter the sidewalks between Miller and Osborn, some located in ditches and some on private property. The bikes should be located at stations.

Amy Herring said she started a Facebook page, Bikes of Scottsdale, as a joke. Bikes are left in the middle of 86th Street. She is visually impaired and cannot drive. She depends on her personal tricycle for transportation. She loves that people are using the bikes, however she does not go a block in any direction from her house without seeing the bikes. She has witnessed cars swerving due to bikes being parked in the middle of the road. Bike share is a great idea, but has been horribly executed. She was unable to park at the farmer's market because the bike share bikes were parked in every available space.

Paul Fidal introduce himself as the General Manager for Ofo Bike in Phoenix. He appreciates the comments and concerns. His company has been in Scottsdale for approximately one month. They have been well received and have received constructive feedback. Ofo is building a big team and hires locally. The rollout has been successful and it means a lot to them to get it right. Scottsdale has been the biggest market in terms of rides per bike in the entire United States. The overwhelming response in Scottsdale is the highest in the United States, surpassing Seattle. He acknowledged that there are problems. He does not intend to tolerate any type of ADA obstructions and he does not want the bikes to be an eyesore. The staff of 12 has a sole job within the City of Scottsdale to locate broken or obstructing bikes. A greater investment will be made in this area. For the first year, the focus will not be financial, but to be a good steward in the community. He assured that phone calls will be answered and responded to. They will also be hiring additional staff. He expressed appreciation for the comments.

Carol Peters discussed her store, Big Red of the Desert, which has operated for 25 years on Indian School Road. The bikes are parked on the Indian School sidewalk, impeding foot traffic. Common sense is not being used in where people leave the bikes. The companies should consider having hubs.

Shawna Hash introduced herself as the Regional Operations Manager for GRID Bikeshare in the Valley, managing all four cities: Scottsdale, Tempe, Mesa and Phoenix. GRID hopes to work together with the City, Council, public, private sector, business and residents to create a broad bike share available for use by anyone.

John King stated that the bikes are a really good thing. Many people are using them. It is becoming a bit of eyesore in the park. Perhaps there are too many bikes. He spends time every day in in El Dorado Park and Vista Del Camino Park in southern Scottsdale. The lack of bike racks is likely causing part of the eyesore problem. He is concerned that a bike rider will collide with a bike placed inappropriately. Bikes are being left on neighborhood sidewalks blocking traffic. This is likely an issue of inadequate education of the riders. When a bike is parked inappropriately, the rental company should contact the customer who parked it there and advise them on best practices.

John Romero introduced himself as an employee of CycleHop, the parent company to GRID. GRID is the local dba. They are contracted in three cities, with a modest number of bikes in Scottsdale. Best practices are shared on a nationwide basis through the North American Bike Share Association (NABSA). They also follow guidelines of National Association of City

Transportation Officials (NACTO). They are active participants of the shared mobility movement. He is in support of competition. Ideally, they come to an agreement on how to operate in the city in a way that satisfies the public, private sector and bike share companies. The main difference between dockless and dock-based hybrid bikes is that his bikes are able to lock to a fixed object. The users are financially incentivized to do this. They do charge an out of hub fee for bikes left off station and all stations have a geofence. Free-floating bikes do add a measure of freedom to the user and encourage ridership. It also increases service level commitments. The company has a 24/7 call center, where calls are answered within 30 seconds with a 30-minute response time. One suggestion is to enter into a licensing agreement with everyone involved in order to meet the same service levels.

Gary Rinsom noted he is in a wheelchair and cannot drive. His only mode of transportation is access to sidewalks. Historically, the problem has been cars and refuse cans on the sidewalk. When LimeBike came into the City, the issue of littered bikes became intolerable. He cannot even get to the grocery store in his neighborhood. He recently started a website, which includes 114 instances in 24 days of him being denied the ability use the sidewalk. The bikes should be removed until the problem can be solved.

Sam Stone introduced himself as representing Phoenix City Councilman Sal DiCiccio as Chief of Staff. District 6 is directly adjacent to Scottsdale. In recent weeks, there has been a heavy influx of bikes into the district. They have no agreement with any of the companies. They have an agreement with GRID, which has worked well for the city using the dock program. As has been stated, the bikes are being left throughout the city. Ofo Bikes are the primary culprit. The City of Phoenix will be enforcing its codes and ordinances regarding the abandoned bikes. Abandoned bikes will be collected by Neighborhood Services and may be retrieved after the payment of a fine. The bikes need to be placed in appropriate bike parking. If not, Phoenix will be exploring ordinances changes to address these issues, giving them more enforcement capacity. This issue should be worked out with partner cities, as there is significant interconnection.

Jill Betzold agreed that bike share is a great concept, however the execution has been poor. There are a number of people under 18 riding the bikes. It is notable that Scottsdale has a helmet law for individuals under the age of 18 and none of these youths are wearing helmets. Perhaps there should be age restrictions for riders. There are also issues of liability with who is responsible when a youth abandons a bike, which subsequently causes an accident. If there is not requirement for docking stations, Scottsdale needs to adjust to be more accommodating for bikes.

Chair read from some of the written comments:

- In support of our bike share program.
- Please clarify dock and dockless responsibilities.
- Use of police officers to remove bikes, if placed in car or pedestrian paths.
- Public education
- I live at Scottsdale Shadows, 78th and Camelback, a gated community. Everyone, we are finding rental bikes parked throughout our property and left on the sidewalks and grass.
- Thank you for opening this up to the public discussion.

- I think they are just great. I recognize that they could and should fix a few bugs, but I hope we work together to make the program run a bit more smoothly. Especially great living off El Dorado Park.

Ms. Johnson stated that staff is taking all of the comments under advisement.

In response to a Commissioner question, Ms. Johnson stated that all bike companies have business licenses in order to operate in the City of Scottsdale. Commissioner asked if the companies have to come forward with any plans in order to operate. Mr. Basha stated that it is just a transactional issue. The bike companies have to identify their business, but they do not have to have any plan for any operation. Commissioner commented that this is not a new issue to the bike share companies. In a word of defense for the bike share companies, it is impossible to know the psychology of the bike users in Scottsdale. It would be interesting to know the percentage of use or misuse of bike placement in non-approved locations compared to other cities.

Vice Chair thanked Ms. Johnson for the presentation. He was happy to see the turnout for tonight's meeting. He asked for clarification that the City has no financial relationship with the companies and undertook no action to implement the programs. Ms. Johnson confirmed this understanding. He asked whether Tempe, Phoenix and Mesa are funding their programs to some level. Ms. Johnson confirmed that there is a funding partnership with GRID, the traditional dock-based system. Scottsdale staff meets regularly with these three cities to discuss dockless bikeshare systems moving forward. Vice Chair inquired as to the City's response on behalf of people who complain about the presence of the bikes on sidewalks. Mr. Basha said that staff is in conversation with the Police Department, City Attorney's Office and the Code Enforcement Office to discuss this.

Vice Chair asked about the practices among other municipalities. Susan Conklu, Senior Transportation Planner, said that in other cities around the United States, there are a range of practices. Some are similar to Scottsdale, where private companies come in without any agreement or requirement. Other communities are doing sole agreements and some are developing permitting or licensing requirements. Some permitting is tied to an ordinance that a bike share company cannot operate in the community without an approved license or permit.

Vice Chair inquired as to the economic impact in terms of shopping and dining. Ms. Conklu said that staff could gather more information. In general, biking and walking do bring economic benefit to businesses. There have been studies done to show the average economic benefit impact.

Vice Chair asked about the existence of a helmet law for bikes. Ms. Conklu said there is not a helmet law in Scottsdale and she does not believe one exists in the region. Some school districts require their students to wear helmets when riding to school.

Vice Chair asked whether the City is developing a system to allow residents to file complaints. Ms. Johnson stated that staff did receive a large number of inquiries with callers contacting various departments, such as Parks, Police or Transportation. There is an internal system for staff to record the concerns and assign them to the appropriate department for a response. At this time, staff is working on developing a centralized place for comments.

Vice Chair inquired as to the City's relationship with the bike share companies in terms of collaboration and communication. Ms. Conklu stated that there has been much open

communication, although the City does not have an ordinance that requires companies to talk to the City beforehand or once they arrive. Most of the companies have been open about reaching out ahead of time and providing notice of intent to come into Scottsdale. There have been some face-to-face meetings with launch managers. There is ongoing communication regarding complaints and questions. When staff reaches out to company representatives, they are pretty good about responding quickly and following up on issues.

Vice Chair asked whether other municipalities have reached out to Scottsdale in order to gain feedback. Ms. Conklu said that the group planning bike share in Flagstaff contacted Scottsdale staff to ask questions. They have chosen to go with a single license agreement with one company. There have been conversations with most local municipalities. Ms. Conklu meets monthly at MAG with her counterparts on anything bike/pedestrian related.

Chair questioned why Scottsdale does not regulate or license a bike share program, similar to what Phoenix, Tempe and Mesa have done. Mr. Basha said that the main reason is that currently there is no cost to the City or the citizens of Scottsdale as a user-based program. The four companies are private businesses. Scottsdale believes in capitalism, supply and demand and the marketplace. The companies that provide the best product at the best price in the best location will succeed. The companies who do not serve their clients well will not succeed. Notably, there were originally four companies in Scottsdale and now there are only three. Two companies have a large number of bikes and one company has a relatively low number. There is a fifth company that has approached the City and intends to bring a small quantity of bikes into Scottsdale in March.

Mr. Basha said staff wishes Scottsdale would have been with Phoenix, Tempe and Mesa when they began their program. Scottsdale was unable to join these communities. When the dock-only bike program began, the technology was a little less sophisticated than it is now. Scottsdale does feel it is ahead, because it is not attached to a technology that is somewhat old and is allowing a newer technology with a newer company and greater innovation to operate in the City. Costs, technology, innovation and the marketplace are all factors. If the companies obey City and State laws that require clear sidewalks, the City will not need to pass an ordinance or having licensing agreements. However, if those laws are not obeyed, the City will have to exercise more control.

Chair asked if there is anything the City can do to enforce current laws. Mr. Basha said that Code Enforcement and the Police can issue citations for bikes that are blocking sidewalks. He does not believe they have enforced these ordinances and laws against bike share companies as yet, but they are free to do so if the practice continues.

Chair inquired about approximate costs to Valley cities for their bike share programs. Ms. Conklu was unable to provide an immediate answer, but said that staff could provide exact numbers at a later time. The last estimate for the City of Scottsdale to have a similar program would be approximately \$1.3 to \$1.5 million for 200 bikes with 20 stations.

Chair referred to the citizen comment that there are not enough bike racks (such as the farmer's market). He asked what the City can do to provide more bike racks. Ms. Conklu said that specific to the farmer's market, staff has been working for the past year with the organizers on this issue. Valley Metro loaned the City portable bike racks that the farmer's market would put out on Saturdays. They installed a handful of permanent racks where there is space. They are evaluating where more can be done. There are similar challenges Downtown and work is ongoing to mitigate this. Over the summer, the City applied to Maricopa Association of

Governments (MAG) Design Assistance Program, which fully funds design concepts. The goal is to develop designs for adding racks and will involve stakeholders and public outreach. Ms. Johnson noted that one of the companies has volunteered to provide its “heatmap” information, which will help to determine where bikes are being used.

Chair asked whether the City passes on complaints to the bike share companies. Ms. Johnson said staff has been acting as the middle man for people who contact the City with complaints. People reporting complaints also communicate directly with the companies. Links to the company websites are included on the City’s website.

Chair asked if the riders are able to take their bikes as far as Sun City or whether they automatically lock, preventing them from going that distance. Ms. Johnson said that the bikes can be taken as far as they can be ridden. They have gone as far as Queen Creek. She does not believe other cities’ ordinances can currently prohibit bikes from entering their cities.

Commissioner referred to seasonality and asked what is anticipated to occur during the warmer summer months. I.e., if based on demand, do they remove the extra bikes not being used? Ms. Conklu stated that staff has provided information to the companies regarding seasonal temperature. It is not a requirement for the companies to reduce their available bikes, unless the City were to develop regulations. The companies do have local warehouses with the ability to store bikes.

Commissioner asked whether the business are subject to the Transaction Privilege Tax. Ms. Johnson confirmed that they are subject to tax.

Chair thanked the citizens and companies for attending. He has observed some improvement on where the bikes are being left. He lives in southern Scottsdale. He has not used the bikes, but did try to see if they would fit him and they do. He has a daughter who is 4’ 9” and it fits her as well. He likes the program and acknowledged that problems remain to be worked out. Having a dockless program gives people more freedom to go to different locations. The companies need to educate riders to be respectful in where they leave the bikes.

8. BASIS SCHOOL TRAFFIC PATTERNS

Paul Basha, Transportation Director, said the presentation is at the request of a Commissioner. It addresses Basis Charter School, which was constructed approximately two years ago in the southwest corner of Shea Boulevard and 128th Street. He identified the location of traffic signals, noting they are erratically spaced. Shea Boulevard is a highly directional street with high traffic volumes in the morning peak hours westbound and eastbound in the evening. In the late 1990s, as a result of the erratic spacing, a signal spacing policy was enacted for Shea Boulevard. He reviewed average delay times for the intersection of 128th Street and Shea Boulevard.

In essence, State law constrains what cities can enforce pertaining to charter schools. State law requires municipalities to consider charter schools as public schools for zoning purposes. It also requires municipalities to expedite the zoning review process. Charter schools can only be subject to life and safety building codes. State law prohibits cities from enacting other restrictions on charter schools. The City does prohibit new signals on Shea Boulevard between Pima and 142nd Street, however, this is a Transportation policy and not a building code. The City also requires half-mile signal spacing on arterial streets, however, this is also not a building

code, but is included in the Design Standards and Procedures Manual, which is approved by the Development Review Board. City Council does not have jurisdiction, according to the policy. The Transportation Department is the only agency that can deviate from half-mile arterials. Several meetings were held with City attorneys regarding attempting to regulate the Basis Charter School with the policies and manual. They were advised that should the school file suit, the City would lose in court. As a direct result of the situation, the Transportation Master Plan was adopted in July of 2016, which enacted the policy and manual as City Council approved. The City is in a better position now to regulate traffic signal locations, as the rules are now included in City code.

Commissioner asked who previously owned the property where the Basis School is located. Mr. Basha said he did not know. Basis purchased two five-acre parcels in a private transaction. The City was not involved in the purchase.

Basis voluntarily agreed to conduct a traffic analysis as well as City Council review of their proposal. The maximum projected student enrollment for the school is 1,214. This enrollment was estimated to generate 892 vehicles during the morning peak hour and 412 vehicles in the afternoon. The traffic impact study predicted that the queuing of vehicles onsite would require 2,300 feet of space. The Basis plan provides 2,946 feet. The consultant submitted their traffic impact study. The Transportation Department reviewed it requested a number of changes. The Basis traffic engineer complied with all requests. The traffic impact study was approved after the revisions were made.

Mr. Basha noted that Shea Boulevard and 128th Street is a T intersection as 128th Street does not continue north of Shea Boulevard. This is the main factor in the Transportation Department's comfort with Basis operating at this location. Calculated traffic delays were reviewed with a traffic signal installed by Basis at 128th Street and Shea Boulevard. The delay is substantially less for northbound left turns. It is more significant for westbound left turns, eastbound through and right and westbound through than when it previously operated as a stop sign. The location of the school on the south side of Shea Boulevard at a T intersection was very beneficial, with an eastbound right turn, which is a relatively free movement. When northbound 128th Street has a green left turn arrow and a green right turn area, there can also be a green right turn arrow for the eastbound movement.

Commissioner said when traveling east on Shea, the Desert Mountain High School students will get into the left turning lane at 124th. The turning lane carries over to the fast lane on Shea. This has created challenges. There may be similar issues with the right hand turning lane extending into the regular flow of traffic and causing a jam in the slow lane. Mr. Basha thanked the Commissioner for the information. He will contact the Traffic Management Center immediately to observe the operation and increase the eastbound left turn. Initially, there was queuing out of the right turn lane into the through movement on Shea Boulevard. The Transportation Department asked Basis to modify arrival times and notify parents. This change was successful. He reviewed time space diagrams, which indicate signal progression and consecutive green lights.

Basis was not required to receive City Council approval, however, they did enter into a development agreement with the City of Scottsdale. It includes a large number of stipulations and conditions, one of which is the installation of a traffic signal at 128th Street and Shea. Another was construction of a right turn lane on 128th Street into the school. In addition, another lengthened the eastbound right turn lane on Shea Boulevard. All of the improvements that were constructed in and near the intersection were paid for by Basis. Basis agreed to a stipulation

that the maximum queue would be four vehicles waiting 10 or more seconds at any time occurring twice in one week. The City requires Basis to provide a security guard to assist students in the crosswalk. School staff are also required to assist with viewing and controlling traffic on both sides of the driveway during drop-offs and pick-ups.

There were concerns that vehicles would queue around the property and into 128th Street. This is why the development agreement included the four car queue limit. Extensive counts were conducted in October of 2016 and it was discovered there was queuing in the right turn lane and on Shea Boulevard. The data was presented to Basis, and they changed their operation, providing greater separation of school arrival time, more people assisting with traffic control and contacted parents, asking them to arrive at different times. The problem was temporarily solved, however, it reappeared in August of 2017 when school started. Basis was once again contacted to modify arrival times, which Basis did again. The problem was once again solved. Basis was informed that the development agreement specifically states that the City of Scottsdale determines the school arrival and dismissal times. During a subsequent meeting, Basis was urged to comply with the development agreement and if they wished to change arrival and dismissal times, they were required to seek approval from the City prior to notifying parents. Basis agreed.

Mr. Basha reviewed other queue levels on 128th Street and Shea. The information was provided to Basis in October of 2016 and October of 2017. The development agreement included a provision for sending a formal notification letter to Basis demanding that they respond promptly, which they did.

Vice Chair asked for clarification that charter schools can locate anywhere they choose. Mr. Basha stated they can locate anywhere any other public school can locate. Public schools are able to locate in single family zoning categories. This property was zoned for single family.

Commissioner referred to the data collection and asked whether the level of service in the Shea Boulevard vicinity decreased due to the school being built at the location. Mr. Basha stated that the answer is mixed. The level of service did change on Shea Boulevard. The addition of the traffic signal has increased the delay from zero to 28 second westbound in the morning and from zero to 38 seconds eastbound in the morning. However, the delay to 128th Street traffic has decreased considerably. When it was a stop sign the delay was 130 seconds. With the traffic signal, it is much decreased. He clarified that in the traffic engineering profession, level of service is determined by the length of delay. In terms of grading the difference, prior to the presence of the school, the level of service on Shea Boulevard both east and west was A. With the school and signal, the level of service is a B or C. On 128th Street, the level of service previously on northbound was F and now is B or C.

Commissioner referred to the right turn lane that enters the parking area and asked how people are stopped from jumping the queue and entering there (same question for 128th Street). Mr. Basha stated that Basis has a requirement that every car entering the school has a sticker in their front windshield. The sticker indicates which driveway they can use.

Commissioner inquired as to the enrollment total for the school. Mr. Basha could not provide an exact figure, but noted that it is not approaching the maximum of 1,200 students (approximately 1,000 to 1,100 currently).

Chair asked about checking traffic levels during event times. Mr. Basha confirmed that this is monitored, with minimal issues observed. The development agreement requires the school to provide additional offsite parking for events.

9. TRANSPORTATION COMMISSION ANNUAL REPORT FOR 2017

Mr. Basha stated that it is the Commission's responsibility to modify or approve the prepared report, to be provided to the City Council Audit Subcommittee for review. Chair invited questions and comments.

COMMISSIONER ANDERSON MOVED TO APPROVE THE TRANSPORTATION COMMISSION ANNUAL REPORT FOR 2017. COMMISSIONER HIGGS SECONDED. THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONERS ERTEL AND KUZEL WERE ABSENT.

10. PATHS AND TRAILS ANNUAL REPORT FOR 2017

COMMISSIONER ANDERSON MOVED TO APPROVE THE PATHS AND TRAILS ANNUAL REPORT FOR 2017. COMMISSIONER HIGGS SECONDED. THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). COMMISSIONERS ERTEL AND KUZEL WERE ABSENT.

11. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha addressed the previously discussed ride share program for connections between Sky Harbor Airport and the City of Scottsdale. The subsidy contract was offered to three different ride share companies: Uber, Lyft and ExcuCar. Lyft and ExcuCar have signed the contracts are ready to begin operation, set to begin January 25th to allow Uber to review and sign the contract. A ride share customer is provided a promotion code. When they reserve their ride, they can use the code and the City of Scottsdale will reimburse the ride share company to a maximum of \$10 per ride and a maximum of two rides in six months. The companies will invoice the City on a weekly basis.

12. PUBLIC COMMENT

There were no comments.

13. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner would like to revisit the Hidden Hills Bike Path connection for an update on the status.

Vice Chair asked for confirmation that signalization would be discussed in the April meeting. Mr. Basha confirmed this agenda item. Vice Chair commented that there has been a lot of confusion in the City regarding whether the City is a leading left-hand arrow City or a lagging one. Mr. Basha noted that most Valley cities not have both leading and lagging arrows. Vice Chair commented that signalization throughout Scottsdale seems to be under par. Chair

identified the intersection of Roosevelt at Hayden, where the sequence is extremely short, with only three cars able to turn.

Commissioner suggested conversation regarding possible impacts from the addition of the water park at 90th Street and 101. Mr. Basha commented that the City has a very healthy relationship with the Salt River Pima-Maricopa Indian Community (SRPMIC) and they frequently provide their traffic impact studies for proposed developments for Scottsdale review. However, SRPMIC's criteria is not as stringent as the City's. They are receptive to the City's comments.

Chair noted the early meeting public comment regarding the danger of driverless cars and asked if there is a factual basis for the opinion. Mr. Basha said that autonomous vehicles are much safer than human driven vehicles. Humans are affected by distractions. Driverless vehicles are operated by a computer with only one purpose, which is to drive safely.

14. ADJOURNMENT

With no further business to conduct, Chair Bretz adjourned the regular meeting at approximately 8:31 p.m.

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**